[002]	This application claims priority from German Application Serial	<b>0</b> =					
	No. 103 03 639.3 filed January 30, 2003.						
[003]	003] FIELD OF THE INVENTION						
[004]	The invention concerns a device for the control of a hydraulically actuated						
	clutch of an automatic transmission of a motor vehicle, of the type defined in						
greater detail in the preamble of Claim 1.							
[005] BACKGROUND OF THE INVENTION							
[016]	16] According to the invention, this objective is achieved with a device for the						
control of a hydraulically actuated clutch of a motor vehicle, having the							
	characteristics of Claim 1.	<b>~</b>					
[017]	SUMMARY OF THE INVENTION	0					
[021]	BRIEF DESCRIPTION OF THE DRAWINGS	<b>0</b> =					
[022]	[022] Other advantages and advantageous design features of the device						
	according to the invention emerge from the description, the claims and the						
	drawing. Two The invention will now be described, by way of example, with	<b>0</b> •					
	reference to the accompanying drawings in which two example embodiments of						
	a device, according to the invention, for controlling a hydraulically actuated clutch						
	of an automatic transmission are shown in the drawing in schematically						
	simplified form, and will be explained in greater detail in the description						
	presented below. The drawings show <del>[[s]]</del> :	<b>0</b> =					
[027]	DETAILED DESCRIPTION OF THE INVENTION	<b>0</b>					
[044]	Via the line 20 now connected to the restoring and pressure-relief						
	space 10, the pressure in the first second working space 18 is relieved, the	<b>\$</b>					
	aperture cross-section of the control baffle being considerably larger than that						
	of the throttle 26. In this way, the pressure supply of the clutch 1 is cut off and						

the second piston 16 is pushed back by its restoring spring 24 to the starting or abutment position shown in Fig. 1.

If the actuator 9 is switched off while in this position, "forward drive" is adopted as the emergency operating mode. When this happens the control line 8, which delivers the control pressure p\_MV set by the actuator 9 to the first working space 7, is closed by the second piston 17. When the control pressure p\_MV falls, the second piston 17 keeps the valve piston 4 in a position corresponding to the current "forward drive" operating mode until the clutch pressure p\_K on the side of the second working space 19 is smaller than the restoring pressure acting on the valve piston 4, which is only the case once the clutch 1 is completely empty. Only when the clutch pressure p\_K is smaller than the restoring pressure on the valve piston 46 4, is the valve piston 46 4 pushed back again by the restoring spring 11.

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## Reference numerals

1	Clutch	18	Second working space
2	Clutch space	19	Second working space
3	Slide-valve mechanism	20	Line
4	Valve piston	20A	First line branch
4A	Piston section	20B	Second line branch
4 <del>[[A]</del>	<u>B</u> Piston section	24-	Line
5	Longitudinal bore	22	Valve housing
6	Housing	23	Spring space
7	First working space	24	Restoring spring
8	Control line	25	Line
9	Actuator, magnetic valve	25A	First line branch
10	Restoring space, pressure-relief space	25B	Second line branch
11	Restoring spring	26	Throttle
12	Pressure space	27	Line
13	Line	28	OR-valve
14	Pressure supply line	29	Shift groove
15	Pressure relief line	p_K	Clutch pressure
16	Second piston	p_MV	Control pressure
17	Second piston	p_sys	System pressure

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